

**REMARKS**

Claims 1-12 were previously canceled and no new claims are added herein. No claims are canceled herein and no claims are amended herein. Accordingly, claims 13-23 remain under prosecution in this application.

**35 USC §102**

Claims 13-23 are rejected under 35 USC §102(b) as being anticipated by Burgdorf et al (WO96/02409). U.S. Patent No. 5,918,948 is presented as an English equivalent for WO96/02409.

Claim 13 sets forth, amongst other limitations, the feature of:

“... introducing, maintaining, and reducing the brake pressure of the following wheel brake circuit portion in dependence on the leading wheel brake circuit portion, such that a pressure fluid is introduced into the following brake circuit portion in magnitude established by way of the leading brake circuit portion.”

The Examiner maintains that this aspects of the invention is taught in Burgdorf, column 4, lines 3-67, column 5, lines 1-28, and the Abstract. The undersigned has closely reviewed all of the Burgdorf reference especially the portions relied upon by the Examiner. Nowhere does Burgdorf teach the above-referenced method step set forth in claim 13.

Although Burgdorf does generally disclose the same hydraulic brake system hardware as that set forth in the instant application, the method of operating that hardware, especially the inlet and outlet valves to modify the brake pressure in the leading and following wheel brake circuits is completely different. Specifically, as described in column 4, lines 57-61 of Burgdorf, “the pressure is modulated by correspondingly switching the inlet and outlet valves 11 and 12, and the pressure fluid discharged into the low-pressure accumulator 13 is returned by the return pump 7 until the pressure level of the master brake cylinder is reached. Upon commencement of each independently actuated brake operation, the brake power booster 5 is actuated irrespective of the driver’s wish, during the starting period of the return pump 7, so that

the wheel brakes 17, 18 are prefilled. The separating valve 10 is closed and the switching valve 9 is open for further pressure increase. The result is that the return pump 7 generates a high pressure at the junction 21 which is limited by the pressure-limiting valve 28 to permit individual adjustments of the desired independent braking pressure in the wheel brake cylinders 17, 18 by switching the ABS inlet and outlet valves 11, 13 and 12, 16.” However, nothing in Burgdorf discloses the interplay between the leading wheel brake circuit and the following wheel brake circuit. In contrast to Burgdorf, the method of the present invention includes categorizing a vehicle brake circuit into a leading wheel brake circuit portion and a following wheel brake circuit portion and introduces, maintains, and reduces the brake pressure in the following wheel brake circuit portion in dependence on the leading wheel brake circuit portion. Nowhere does Burgdorf teach introducing, maintaining, and reducing the brake pressure of the following wheel brake circuit portion in dependence on the leading wheel brake circuit portion such that pressure fluid is introduced into the following brake circuit portion in a magnitude established by way of the leading wheel brake circuit portion.

In view of this clear shortcoming and the teachings of Burgdorf, the undersigned respectfully requests allowance of all claims of record in this application.

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Respectfully submitted,

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